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DR. CHASE'S OINTMENT

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The Railway

AND ITS MANAGEMENT—COST OF COAL AND RUNNING EXPENSES.

(Continued from Saturday).
Editor Evening Telegram.

Dear Sir,—

If the above figures are false, then Mr. Morgan's figures, which he submitted to show the losses of the railroad are false also; for I have based my calculations, to show the cost of Mr. Coaker's trip, on the same figures that Mr. Morgan used to show the deficit of the railroad; namely, \$3.06, the cost of hauling a train one mile. This is the basis on which the government gave the railroad \$1,500,000. So that if Mr. Coaker or anyone else claims that my figures are false, he at the same time admits that Mr. Morgan's figures are false, and that the government gave the railroad \$1,500,000 for losses that never occurred. For let me say again that \$3.06 per train-mile cost was the basis on which the railroad company made its demand on the government, and it was on this basis that the government extracted one million five hundred thousand dollars out of the people, and gave it to the railroad to reimburse it for losses that Mr. Morgan showed had occurred. So that, when Mr. Coaker uses a private train, and if he travels 40 times a year to Port Union, he would, in four years, according to data submitted by Mr. Morgan, cost the taxpayers the stupendous sum of three hundred and five thousand, one hundred and ninety dollars and forty cents. Enough to buy 30,000 barrels of flour, which would supply about 6000 families for one year.

Talk about reduction in taxation. How are you? There can be no reduction in taxation while such squandering is going on. No shuffling of duties from one commodity to that of another will reimburse the railroad for money expended in hauling its parasitical loads and sycophants in private cars. It costs money to move trains; and let it be clearly understood by the people of this country that when a train moves one mile over the Reid "System," whether it be going to Port Union with Mr. Coaker or going to Grand Lake with Mr. Reid, the people of Newfoundland will be taxed \$3.06 for every mile run.

The reference to Grand Lake causes me to pause here and ask whether the railroad is contributing anything towards Grand Lake, gratis? I have been told that ties that were cut for the railroad, and paid for out of the funds of the country, are being sent to Grand Lake. Now if such is the case, the question arises why are the Grand Lake people—who we believe to be no other than the Reid Nfld. Co. Ltd.—securing their ties from the railroad and hauling them all the way from Brooklyn to Grand Lake. Surely after what we have heard

about the unlimited timber resources in the neighbourhood of Grand Lake there should be ample ties to cut up there. In any case, the government and the country would do well to keep an eye on the doings of Grand Lake and see that it doesn't be another coldstorage. This is all for Grand Lake now.

Another item which must be given our attention, and which has added \$400,000 to the taxes, is the purchase of those super-heater engines, which were given our attention about two years ago. Those engines were purchased at a time when there was absolutely no need of new motive power; and the need for new motive power has become less and less every year since they were purchased. It is the common knowledge of every man on the railroad that a dozen or more engines have been laid up the last two years; this proves conclusively that the purchase of new motive power was a waste of public funds. If it could be shown by the government that these engines are more economical and more powerful than those of the older type there would perhaps be some justification for their purchase; but they are not more economical than the other class of engines, and as to their power—well, they wouldn't pull a sitting hen off its eggs. But don't despair, Mr. Hall, there is yet hope that these engines will prove your claims to be true; for I have made representation to one of the officials of the railroad offering to increase the tractive force of these engines to such an extent as to enable them to handle a tonnage that would turn in \$200 revenue per trip over and above that which they are able to turn in now; and also haul those ten passenger cars across country on time, like you said they were going to do, but which they cannot do. And furthermore, I challenge you or any other man that is working on the railroad, Mr. Morgan, included, to make good your claims. The challenge which I issued more than two years ago is still open; either put up or shut up. After this depression we shall revert to the money side of the equation.

The same month, in the same year, that the government purchased those engines America shipped 87 engines to various countries, and the prices of all those, except those going to the Philippine Islands, do not compare favorably to the price of the engines purchased by us. We can readily understand why the poor Philippines had to cough up for American products, but we cannot understand why we were called upon to pay a higher price for our engines than the price paid for engines going to other railroads below that of the standard gauge engines; and for this reason are lighter and therefore do not require as much material for their construction, which should very materially reduce the cost of the narrow gauge engine below that of the standard gauge

engine. It might be argued that the engines in question are equipped with all the modern improvements that have been designed in recent years, and this accounts for the stiff price. But such an argument, if it were made, would be fallacious; for the engines are by no means equipped with the most modern appliances, much of the so-called modern improvements are, on the contrary, obsolete. Will anyone, other than Mr. Hall, (see R. Commission report) proclaim his ignorance of the progress of locomotive engineering by saying that the Walschaert valve gear, which is used on these engines, is a modern improvement. It may be considered modern to those who are as ignorant of locomotive history as they are of locomotive engineering; but to me the Walschaert valve gear is anything but modern; for I know that the valve gear with which these engines are equipped was invented in 1844 by Edgde Walschaert, a native of Belgium, one year after the Stephenson valve gear, with which the old engines are equipped, was invented by Thos. How, and not Geo. Stephenson, as so many people think. So we cannot account for the cost of our engines on account of "modern improvements," so we shall have to conclude that the exorbitant price paid for the engines was due to the fact that the government chose a type of engine from a catalogue, because they looked nice, and ordered them to be built without asking for bids on them; and thus saddled the country with another four hundred thousand dollars (the direct and indirect cost of the engines) for the tariff commission to fix up.

Hand in hand with the purchase of the engines went the squandering of public funds for other unnecessary railroad material, and for repairs to the railroad that should not have been undertaken at the period when the government launched blindly out on its extravagant railway policy. Just at the time when all other governments and railroads were laying up engines, side tracking cars, and cutting down expenses generally in anticipation of the financial storm coming, which was plain to any tenth rate economist, our far-seeing political economists rushed madly into an orgy of railroad expenditure without sense or reason, and for which there was not the slightest justification, as has been amply proven the last two years by the laying up of engines and the curtailment in railroad operation generally. The Advocate tried to justify the expenditure of \$275 per mile, or \$75,000 for the whole road, on the grounds of life and limb, and said that the government gave the road such a fixing up as to render it safe and sound for many years to come. If the road got such a sound overhauling as the Advocate claims it did, what happened in two short years to the railroad to cause Mr. Coaker to write the following letter, which appeared in the Advocate, July 12th, 1922? Here it is:

Editor Evening Advocate.

Dear Sir:—I notice a letter signed "Traveler" complaining of the condition of the Bonavista Branch railroad. I regret to confess (conscience) that the statement made by a "Traveler" (did "Traveler" travel in a private car?) contains much truth. The condition of the roadbed has been brought to the attention of the railway management. (What did the management say in those messages?) In my opinion the roadbed is unsafe (what! after spending \$75 per mile!) and should be attended to immediately. The Catalina and Bonavista sections are even worse than other portions of the line. Anyone travelling by this branch who has any experience in travelling (in private cars) over railroads realizes immediately the dangerous condition of the road (cows!) At least 50 per cent of the ties are rotten (not much virtue in those \$75) and thousands of tons of ballast must be applied unless the lives of those travelling on the branch are to be exposed to risks that are criminal.

(Sgd.) W. F. COAKER.

The present scribe has had about fifteen years of railroad experience, he has graduated from two of the leading Railway Colleges of America. If that is any good—and he has never seen nor learnt anything in his experience that would enable him to account for the utter collapse of the railroad. Only two years after it was given such an overhauling by the Railway Commission. The fact of the matter is, the Railway Commission simply dealt out the money, literally ladled it out, and knew naught whether it was going towards the repair of the railroad or going to make good losses incurred on the New York Stock Exchange. As a matter of fact the Railway Commission did nothing in the way of fixing up the railroad; that was done before the Commission came into being. What brought about the reduction in derailments, which the Advocate points to as an indication of the effects of the policy of the Railway Commission, was not due to anything that was done to the railroad in the way of roadbed repairs; but was, on the contrary, due wholly and solely to the fact that the present scribe called the attention of one of the railroad officials to the dilapidated condition of the air brake and pointed out that the condition was responsible for 75 per cent. of the derailments. The result was that some

attention was given to the air brake, which resulted in a greatly reduced number of derailments. The reduction of run offs is pointed to by the Advocate as justification for the millions of dollars that were squandered by the Railway Commission, when, as a matter of fact, the reduced number of run offs is due to a little more attention being given to the much neglected air brake, which is to-day, on account of neglect, a liability and a dangerous piece of mechanism when it ought to be a safety device and an economic asset.

No more damaging statement against the Railway Commission for its utter disregard to the way the public funds were wasted on the railroad, could be made than that found in Mr. Coaker's letter to the Advocate against the Bonavista Branch. If the money that the Railway Commission squandered on the railroad had been faithfully used in making repairs to the road, it is certain that the railroad would have been put in condition to last for ten years; but the fact that Mr. Coaker comes out in a letter, two years after he fixed up the railroad, and tells us that the whole road is gone to the dogs, leaves us with the impression that the Railway Commission was recreant in its duty to the public, and that it was nothing more than a medium, used by the railroad company to extract the fruits of toll from the very fishermen who make it possible for Mr. Coaker to be Chairman of that Commission. Having shown up the blundering of the Railway Commission with regard to its railway repairs, I shall hurry on to discuss another progeny of the Railway Commission in the person of Mr. Morgan and his coal "rocket."

In a letter that I wrote to your esteemed Journal last July I mentioned the fact that Newfoundlanders have time and again, paid for the education of foreigners who come in here taking hold of positions for which they are wholly unqualified to fill; and who, owing to their ignorance flounder and grope their way along at great expense to the country. I have said in other letters that I believe Mr. Morgan to be as good as any other other man in his particular line of railroading; but I am not convinced that he is equal to the task set before him in his present capacity; and his recent blunder in choosing Welsh coal for the railroad, seems to corroborate my view.

Coal is the largest single expense, except wages, in the whole railroad business, and for this reason great care should be taken to see that the proper kind of coal is selected for different types of engines working under different conditions; and also that coal of the highest calorific value be purchased for railroad service. In fact, all well regulated railroads buy their coal, not by weight or volume, so much as by the number of heat units it contains, because it is the number of heat units contained in coal that determines its value both from a financial and economic point of view. A pound of good coal contains about 14,500 heat units, and the number of heat units in a pound of different kinds of coal varies between the figure just given and 4,000. Now, a pound of good coal will convert about 8 pounds of water into steam in locomotive use, and a pound of bad coal will convert about 3 pounds of water into steam. So we can readily see from this the importance of selecting good coal for railroads. The price paid for coal does not necessarily determine the value of the coal. For instance, it is said that Mr. Morgan has purchased this Welsh coal, which the boys on the road are having so much trouble with, at a dollar less than the purchasing price of Sydney coal, but this coal is costing the country almost double as much to do the same amount of work that was formerly done with Sydney coal. Let me give an illustration. Supposing Sydney coal could be purchased for \$10 per ton, and supposing Welsh coal was purchased by Mr. Morgan for \$9 per ton. At first this would look like a saving of \$1.00 per ton, but when we discover that it requires two tons of Mr. Morgan's Welsh coal to do the same amount of work that was formerly done with one ton of Sydney coal, we realize immediately that, while Welsh coal was bought at one dollar per ton less than Sydney coal, it proves to be 80 per cent. dearer than Sydney coal. Had there been no Railway Commission there would have been no Mr. Morgan to "monkey" with Welsh coal, and the country would have been in pocket a good many thousand dollars, which it is now called upon to pay in order to convince Mr. Morgan that the value of coal does not lie in its blackness. Just another tuition fee. The boys on the road are having a

The STAR MOVIE To-day

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COMING—"FATHER TOM" and "DR. JIM."

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Jan 22, 1923, m.th

"deuce" of a time with this coal; they can't get steam enough to "ring the bell" so they tell me. And furthermore, if this winter proves to be a stormy one, and there is much snow to handle, we are going to witness a serious tieup of the road on account of this Welsh coal. It may not be apparent to Mr. Morgan that the want of a few pounds of steam at a particular time may result in the tying up of the road for weeks. The writer has seen the road tied up for weeks just because some poor "hangarons" was at the time he needed it most. When an engine is negotiating a cut of snow it is forced beyond its normal capacity, and if it is not a good steamer and not supplied with the coal instead of having emerged through it, it would pay governments and railroads to give some of their officials, whose abilities amount to being able to sign their names to cheques and orders, a few months with the fire-shovel in order to show them that there is more in coal than the fact that some coal company quotes its coal at a dollar a ton less than another company. The value of coal lies in the number of pounds of water that it can convert into steam in a given time, and not in the price paid for it. This is where Mr. Morgan made the blunder. It is evident that he thought coal is coal, and that if he could save \$1.00 on the price there would be a saving all-round; but the engines say no.

Now that we are on the last lap, perhaps it would be in order to ask what is going to be done with the road. The public and the newspapers seem to be frightened of government ownership, and whenever this is mentioned they hold up their hands in holy horror and point to what has happened to other railroads under government ownership. But they seem to forget that what happens to railroads under government ownership, happens to the railroads that are privately owned. The fact is that all railroads are owned by the governments; for the people in all countries have found the money that built the roads, so that if to buy a thing with your own money means ownership, then the railroads are owned by the people. What many people do not distinguish between is government ownership and government control of railroads. The Government of Newfoundland owns the railway, but the

Reids control it. And that's where the kick comes in. If those who control railroads were forced to make good any losses incurred by the roads, we wouldn't hear so much about deficits. But most railroad companies have a well organized political machine, which they set in motion whenever they want a few millions to make good their losses, which may be real or unreal. For instance, I know of one road in America that submitted a table of figures which showed a big deficit; but somehow or another the commission wasn't satisfied about the figures, and it brought in an expert, who showed that the railroad paid a dividend of 262 per cent. on its paid up capital. This is the kind of man we need here to clear up our railroad tangle so that lawyers wouldn't have to go over to England to seek advice on matters which they ought to know the most about themselves.

Of course I don't know what is going to be done with the railroad. No one knows that except the Messrs. Reids, but whatever will be done with it, will be done at the command of the Messrs. Reids. But while I do not know what the disposition of the railroad will be, this I do know:

1. That a representative government exercises its functions as a trustee for the public and cannot divest itself of its trust.
2. It can and does employ a railroad as an agent to build and administer a highway, but the agent cannot lawfully exercise sovereign power except as an agent.
3. There can be no such thing as a private highway. All highways are public. The railroads do not own the highways they operate, but rather administer them as agents of the government which

merely executes a public trust. The dual control of our road is the very worst form of control that could be thought of; for no one takes the responsibility of running it in a way that would give the best returns to the country. Those who control it do not have to worry in the least whether the railroad sinks money or not, knowing full well that whatever the losses are the government will foot the bill. The present form of control destroys all incentive and renders the operators careless about the public interest and indifference as to the efficient management of the railroad.

This cry that we are under a heavy financial obligation to the railroad is a lawyer's trick to frighten the people into the belief that we still owe for a road that we have paid for over and over. It is a vampirism of pale, subterranean leeches! The country owes the railroad nothing, for it has paid for it again and again; and it is the duty of the government to restore to the people of Newfoundland their rightful belongings—the Railway.

Yours truly,
W. L. BUTLER,
Shoal Hr., Jan. 11th, 1923.

Shipping.

Schr. Ems May Petite has sailed from English Harbor for Boston with 800 bris. frozen herring, shipped by Jerry Pettie.

Barq. Clutha, Capt. Burke, arrived Saturday from Barbados, via Trepassy, where she harbored last week. The vessel brought 600 puncheons of molasses, which are being discharged at Harvey & Co.'s.

For wiping windows, men's shirts with the starched parts cut off are excellent, as they have no lint.

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Nearly Everybody Uses
HEALING CREAM
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Under an Act representing John's General Hospital (Chap. XIX) and with the approval of the Governor in Council, the following scale of fees to be paid by patients occupying beds or undergoing treatment in the Hospital:

SCALE OF FEES.

Persons admitted to the Hospital for treatment of wounds, \$1.00 per day.

Persons occupying beds, \$10.00 per week.

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Odds and Ends

Large Fresh Cocoanuts—10c. each.

Large Full Size Cans Evaporated Milk—13c. Can.

Libby's Condensed Milk—12c. Can.

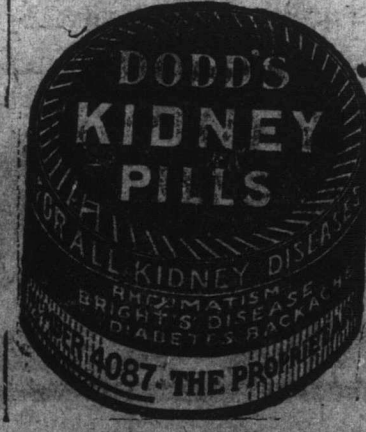
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